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CONNECTICUT RIVER FLOOD CONTROL

MAD RIVER DAM & RESERVOIR

MAD RIVER, CONNECTICUT

DESIGN MEMORANDUM NO. 2

SITE GEOLOGY

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U.S. Army Engineer Division, New England
Corps of Engineers Waltham, Mass.

MAY 1960

U. S. ARMY ENGINEER DIVISION, NEW ENGLAND
CORPS OF ENGINEERS

424 TRAPELO ROAD
WALTHAM 54, MASS.

ADDRESS REPLY TO:
DIVISION ENGINEER

REFER TO FILE NO. NEDGW

27 May 1960

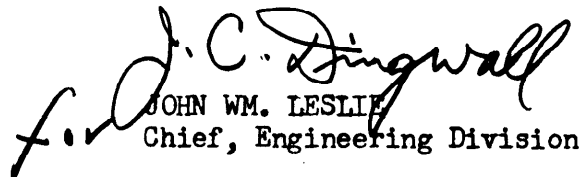
SUBJECT: Mad River Dam and Reservoir, Mad River, Connecticut
River Basin, Connecticut, Design Memorandum No. 2 -
Site Geology

TO: Chief of Engineers
Department of the Army
Washington, D. C.
ATTENTION: ENGCW-E

There are submitted herewith for review and approval
10 copies of Design Memorandum No. 2 - Site Geology for the
Mad River Dam and Reservoir, Mad River, Connecticut River Basin,
in accordance with EM 1110-2-1150.

FOR THE DIVISION ENGINEER:

Incl
Des Memo No. 2 -
Site Geology
(10 cys)


JOHN WM. LESLIE
Chief, Engineering Division

MAD RIVER DAM AND RESERVOIR

MAD RIVER

CONNECTICUT RIVER BASIN

CONNECTICUT

DESIGN MEMORANDUM NO. 2

SITE GEOLOGY

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FLOOD CONTROL PROJECT
MAD RIVER DAM AND RESERVOIR

MAD RIVER
CONNECTICUT RIVER BASIN
CONNECTICUT

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3	Concrete Materials	24 Mar 1960	13 Apr 1960
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5	Embankments and Foundations		
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* Initial submission in draft to secure approval of
spillway design flood, and top of dam elevation.

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U. S. ARMY ENGINEER DIVISION, NEW ENGLAND
CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM 54, MASSACHUSETTS

FLOOD CONTROL PROJECT

MAD RIVER DAM AND RESERVOIR

MAD RIVER

CONNECTICUT RIVER BASIN

CONNECTICUT

DESIGN MEMORANDUM NO. 2

SITE GEOLOGY

MAY 1960

A. GENERAL GEOLOGY AND TOPOGRAPHY

1. The Mad River Valley is located in the Western Highlands of Connecticut, a broad upland of moderate relief which is underlain by crystalline rocks, gneiss, schist and granitic rocks, generally considered Paleozoic in age. The rocks have been closely and intricately folded with the folds trending generally north-south.

2. The region has been considerably modified by glaciation. In the relatively narrow valleys glacial outwash forms broad, flat plains locally along a few reaches of the larger streams but steep gradients make many falls and rapids where the streams have encountered bedrock or boulder concentrations in the valley bottoms.

Bedrock outcrops extensively through the generally thin till overburden which blankets the boulder-strewn, steep flanks and the crests of the rugged hills and ridges.

B. LOCATION AND DESCRIPTION OF SITE

3. The Mad River Dam site is located on the Mad River approximately 0.3 miles upstream from the westerly city limits of Winsted, Connecticut, and 2.3 miles above the confluence of the Mad River and the Still River. Federal Highway Route 44 runs along the left abutment of the dam site in a deep rock cut approximately 50 feet above the river.

4. As shown on General Plan and Reservoir Map, Plate 2-1, the project intended mainly for flood control on the presently essentially uncontrolled Mad River, consists of an earth fill dam with a maximum height of 178 feet located in the main river valley; a long earth fill dike to close two saddles behind the left abutment of the dam; and a chute spillway located on the left abutment between the dam and dike. The ungated outlet conduit located partially on an abandoned railroad right of way on the right abutment has a weir with a crest elevation of 872 m.s.l. to maintain a conservation pool approximately 30 feet above the bottom of the present stream at the dam.

5. At the site the river flows in a deep, narrow, steep-sided valley with heavily wooded slopes. The right abutment rises abruptly from the stream's edge to the abandoned railroad right-of-way approximately 40 feet above the channel bottom and then continues upward very steeply to heights far above the top of the dam. The left abutment is a low ridge which rises steeply from the river to an elevation of about the top of the dam. The spillway is located on the ridge at

the left end of the dam, and from the spillway a dike extends approximately 1000 feet upstream along the crest of the ridge and then trends northly to close a wide saddle between the ridge and the high hills on the north side of the Mad River Valley.

C. SURFICIAL AND SUBSURFACE INVESTIGATIONS

6. Previous Investigations. - An interim report on Review of Survey, Mad River Dam and Reservoir was published in June 1956. The results of geological reconnaissance and subsurface investigations consisting of eight borings were presented in the report in Appendix A - Geology.

7. Current Investigations. - When work was resumed on the Mad River site in 1959, the previous report and all data were reviewed and re-evaluated. Detailed geological reconnaissance was made for development of a subsurface exploration plan of design scope. Foundation exploration by borings was confined initially to the dike site because of the thickness of the overburden in contrast to the dam site where rock is frequently exposed or generally occurs at shallow depths.

8. Initially 13 borings were completed in the dike area to obtain foundation information. It was subsequently necessary to complete 8 additional borings in the dike area to investigate the feasibility of obtaining an impervious cut-off to rock along the upstream side of the dike and the necessity for positive seepage control along the downstream toe of the embankment.

9. On the left abutment at the dam site 6 shallow trenches and 4 borings were completed to investigate the thickness and character of the overburden and to obtain data regarding the condition of the rock. The right abutment of the dam was explored initially by one boring and 7 pits of which 5 pits failed to establish the rock surface. Therefore, 2 borings were made on the abutment slope to definitely establish the surface and the condition of the bedrock. One boring was also made to determine the inner condition of the rock spine between the old railroad cut and the river so that the necessity for grouting or the removal of the rock could be evaluated.

10. Four trenches in the old railroad cut and six borings completed to date were located specifically to furnish data for outlet conduit layout and design. These explorations, however, also contributed information regarding the general overburden and bedrock conditions on the right abutment.

11. During the initial stages of exploration, primary consideration was given to development of layouts and design for a side channel spillway. Four borings and 9 shallow pits or trenches were completed in the area of the side channel weir and discharge channel. Three of the borings were located on and adjacent to the weir and the bedrock was core-drilled to depths corresponding to the bottom elevation of the deep side channel excavation. Subsequent studies for a chute type spillway utilized all information from the above explorations but because of the large increase in width of the chute discharge channel as well as change in alignment, it was necessary to excavate 11 additional

shallow pits and trenches to determine depth to bedrock particularly along the left side of the discharge channel.

12. Foundation exploration is still in progress. Plan of Foundation Exploration, Plates 2-2 and 2-3, show the location of explorations completed or definitely located in the field to date. It is expected, however, that a few additional borings and pits may be required to finalize design assumptions at concrete structure sites or other critical locations.

13. All borings were continuously drive-sampled in overburden and, where encountered, the bedrock was diamond drill cored, using maximum recovery type core barrels, generally to a minimum penetration of 20 feet in bedrock. Hydraulic pressure tests in bedrock were conducted in 3 borings in the vicinity of the spillway weir, in 4 borings along the conduit alignment, in 1 boring on the left abutment of the dam and in 2 borings at the dike site. Detailed classifications and descriptions of materials encountered in all explorations are shown in Records of Foundation Exploration, Plates 2-7 to 2-11.

14. Reconnaissance early in the study of the project indicated that locating nearby sources of suitable borrow materials for construction would be a major problem. Deposits of glacial till are wide-spread but the highly irregular bedrock surface is exposed in such numerous and extensive areas that till deposits of workable thickness are relatively rare. Initial sampling also indicated that the regional till was characteristically a sandy type till rather than the more relatively impervious, silty or clayey till which occurs in many other areas of New England. Exploration was required,

therefore, not only to locate the thicker, more economically workable deposits but also to delineate the extent of the siltier, more impervious phases of the till. The location of deposits of pervious materials was also difficult because such deposits are unusually scarce in the Mad River Valley and the extensive deposits of pervious materials in the Still River valley at Winsted are already largely occupied as building sites for the city or have been exhausted by many years of borrowing to provide for local construction needs. Although it is believed that a sufficient quantity of relatively impervious material has already been located, sources of pervious materials in adequate quantity to meet requirements have not been finalized. Exploration for pervious materials, including gravel bedding, is continuing and trenches in selected areas of both the relatively impervious and pervious materials will be required to obtain large samples of the respective materials for laboratory tests. Inasmuch as the borrow explorations are not yet complete, records of the borrow explorations showing detailed classifications and descriptions of the materials are not included in this memorandum but will be presented with more detailed plans and description of the areas in subsequent memoranda.

D. SURFICIAL GEOLOGY

15. At the dam site the Mad River is confined in a deep, narrow, steep-sided valley with the river flowing on or close to the bedrock surface along the left side of the stream and with bedrock exposed or occurring at generally shallow depths beneath a thin, bouldery till blanket on both abutments. Bedrock at the site is

mainly a series of closely folded, crumpled and highly jointed metamorphic rocks intruded locally by large masses of granitic rocks. As shown in photographs of typical bedrock exposed in the highway cut at the site, Figure 1, both the rock type and structure vary widely within short distances. In spite of the local variations, however, there is a very general north-south trend to the bedrock structural lineation at the site. On the left abutment, in the spillway area, and along most of the spillway discharge channel, bedrock outcrops in numerous and extensive, broken abrupt ribs and knobs between which are boulder-strewn, till-filled troughs. Much of the spillway discharge channel lies within a natural broad gully in the rock which is occupied by a small intermittent stream. On the right abutment the bouldery till blanket, although generally thin, is more continuous than that on the left abutment, and bedrock is exposed within the dam area on the abutment only in and adjacent to the rock cut for the abandoned railroad. On the ridge immediately upstream from the spillway area there are a few bedrock outcrops but within the dike foundation area the rock is buried by till. In the wide, flat saddle closed by the dike, run-off from the adjacent slopes tends to remain in local undrained depressions to create a high water table and keep the area wet during a large part of the year. On the far northern abutment of the dike the ground surface is thickly strewn with boulders probably derived in part from the bedrock outcrops which occur on the slope above the dike area.



TYPICAL BEDROCK EXPOSED IN HIGHWAY CUT

MAD RIVER DAM SITE

FIGURE 1

E. FOUNDATION CONDITIONS

16. Overburden. - The overburden throughout the entire area including dam, dike and spillway sites and spillway discharge channel consists of loose to fairly compact, modified, relatively semi-pervious to semi-impervious glacial till. The till is characteristically variable ranging from silty, gravelly sand to silty, sandy gravel. Cobbles and boulders occur commonly disseminated through the till and in local concentrations both within the till and on the ground surface. In local depressions in limited areas, superficial deposits of silt or silty sand have accumulated overlying the till. At the dike site where the till deposits are moderately to quite thick, there are a few irregular pods or lenses of poorly sorted silty sand and silty, sandy gravel. These deposits are thin, discontinuous and generally constitute only minor phasal differences in the till.

17. On the right abutment of the dam, in the spillway area, and throughout most of the spillway discharge channel, the overburden is generally less than 5 feet in thickness. Because of the irregularity of the bedrock surface, however, local pockets or troughs may be encountered where the overburden may be up to 10 feet thick. At the upper end of the spillway discharge channel in the vicinity of test trenches, FTT-17, FTT-18 and FTT-19 the overburden is approximately 10 feet thick. As may be seen on Geologic Section, Plate 2-5, the spillway discharge channel will be cut through the thick fill for Highway Route 44. Below the highway the left abutment is thickly strewn with waste rock from the highway excavations.

18. Similarly, the right abutment below the old railroad cut is blanketed with waste rock from the old excavations and an old, partly failed, masonry wall extends along the right side of the channel downstream from the centerline of dam where the old railroad rests partly on fill. Above the railroad the overburden on the right abutment ranges from 5 to about 12 feet in thickness. Although no deep gorge occurs under or adjacent to the stream in the valley bottom, local troughs or pockets in the rock, possibly up to 15 feet in depth, may be encountered. Topsoil over the entire site is generally about 1 foot in thickness but in local areas on steep slopes may be less than 1 foot and in flat areas where forest debris has accumulated, topsoil and organic material reach thicknesses up to approximately 3 feet.

19. Bedrock - Bedrock throughout the entire site area consists mainly of gneiss with many schist lenses and thin stringers, dikes and large masses of granitic rocks. The gneiss and schist are gradational into each other in many areas. The schist is commonly the quartz-biotite variety but hornblende schist also occurs locally. The gneiss ranges from thinly foliated, fine-grained to very coarse-grained with thick, felted biotite folia inclosing lenticular pods and knots of quartz and feldspar. The granitic rocks consist of fine-grained, light gray granite and pink, coarse-grained pegmatite.

20. The general trend of the rock structure is roughly north-south but as may be seen from strike and dip symbols on Plan of Exploration, Plate 2-2, the orientation of the rock structure is highly variable within limited areas. The dip of the foliated rocks is generally steep to vertical. The gneiss, schist and granitic rocks

are all generally closely jointed with only minor massive phases. There are apparently no predominant joint systems which have consistent direction or attitude over considerable areas. Several small shear zones can be seen in the exposed face of the deep cut on Route 44.

21. Few, or very limited, areas were encountered where the rock as a whole was weathered to more than nominal depths below the rock surface, and the rocks are all relatively hard and fresh. Throughout the entire site, however, weathering has occurred to considerable depths along numerous closely spaced joints and foliation planes. In borings FD-22, FD-23 and FD-24 which were drilled in the vicinity of the spillway weir, the most severe weathering along joints and foliation planes is confined to the upper 10 feet below the rock surface and minor weathering is evident along seams to the full depth of the borings in rock which was 50 feet at FD-22 and FD-23 and 42 feet at FD-24. The condition noted in the above borings is considered generally typical for the site with mud-filled, badly weathered seams confined generally to the upper 10 feet of the rock. In a few borings, however, badly weathered seams were noted at depths up to 20 feet below the rock surface, and it must be expected that occasional badly weathered open joints or foliation planes extend to even greater depths. It must also be noted that because of the complex lithology and variations in structure, together with the very irregular, ridge and trough character of the rock surface determination of the actual sound rock surface from borings may not be conclusive and some of the mud-filled seams and weathered zones

encountered may indicate continuous, nested boulders or detached rock blocks rather than actual bedrock in place. This condition is believed most probable in some areas of the dike foundation but wherever it may occur at the site, it could only be revealed by very extensive trenching or by inspection during construction.

22. Water losses in hydraulic pressure tests conducted in rock in selected borings were generally very small except at FD-24 in the spillway area where a loss of 15 gpm at 10 psi was encountered in the zone between 5 and 10 feet below the rock surface and in some of the borings along the conduit alignment where losses up to 17 gpm at 0 psi were encountered. However, loss of drilling water in rock in many of the borings and the occurrence of weathered seams in the rock cores indicates that significant seepage can occur through fissures in these rocks.

F. SUBSURFACE WATER

23. At the dam site the level of subsurface water is generally well below the rock surface except where local troughs in the rock surface provide traps to hold temporary pools during wet seasons. Because of the proximity of the rock to the ground surface, the gulley in which the spillway discharge channel is partly located also contains an intermittent stream. At the dike site subsurface water occurs near the ground surface in the bottom of the wide saddle but is generally at depths of 10 to 20 feet in the vicinity of FD-20 and FD-21. In the northern abutment of the dike the subsurface water occurs below the top of rock.

G. RESERVOIR LEAKAGE

24. Upstream from the dam and dike the sides of the reservoir are bedrock ridges with crest elevations far above reservoir levels. The lower slopes of the ridges are largely blanketed with till. There is no possibility, therefore, of leakage through the sides of the reservoir.

H. CONSTRUCTION MATERIALS

25. The actual designs for embankments have not been finalized, however, it is presently contemplated that the embankment for the dam will consist generally of an internally zoned section composed of glacial till with the relatively more impervious till on the upstream side of the embankment. A large rock fill section will extend along the downstream toe and the cofferdam composed of rock fill with a borrowed random fill upstream blanket will be located at the upstream toe. A pervious drainage blanket will rest on rock under part of the downstream till section and will extend to the rock fill toe. Tentatively it is considered that a pervious wick may be incorporated in the downstream till section. The dike will be composed of an essentially homogeneous section consisting of glacial till with a downstream pervious drainage blanket extending into a foundation drainage trench along the downstream toe. A pervious wick is also tentatively being considered in the downstream till section of the dike. Both dam and dike will have upstream and downstream rock fill slope protection suitably backed by gravel bedding.

26. Sources of the various types of materials necessary for construction are described in the following paragraphs. In some of these areas explorations are currently in progress.

27. Impervious and Random Materials.- Area A located adjacent to the spillway and immediately downstream from the dike area as shown on General Plan and Reservoir Map, Plate 2-1, was explored by 10 borings and 3 trenches. The area contains a large quantity of till. The till is characteristically variable but consists generally of relatively impervious to semi-impervious, gravelly, silty sand with numerous cobbles and boulders. Because of the irregularity of the underlying bedrock surface, the thickness of the deposit is variable ranging generally from 10 to 25 feet, except in a small area where bedrock is exposed at the ground surface. Much of the northern part of the area is flat, poorly drained and swampy in the lower parts so that control of water may be an important problem in borrow operations in the area.

28. Area D located as shown on General Plan and Reservoir Map, Plate 2-1, along the Rattle Valley road and in the saddle between Crystal Lake and the Mad River Valley, was explored initially by 9 borings to locate a source of impervious material. Borings along the upstream side of the area adjacent to the road showed variably modified till to considerable depths underlain by relatively impervious, silty till. Although borings on the downstream side of the area encountered rock at depths of 8 to 35 feet, the silty till was encountered at generally shallower depths under the modified till. In an effort to delineate the areas where the more impervious till occurs at relatively shallow depths, 3 additional borings were completed. Exploratory trenches will be excavated at locations where the silty till can be reached at the shallowest depths to permit visual inspection of the material in place and to obtain bulk samples for tests.

29. Area B located at the upstream end of the flood control reservoir as shown on General Plan and Reservoir Map, Plate 2-1, was explored by 6 borings. Although some pervious materials consisting generally of gravelly sand occur in the area, the pervious deposits are thin, scattered and variable and are underlain by random type, relatively semi-impervious to semi-pervious, silty, gravelly sand and silty, sandy gravel. Bedrock was encountered in the area at variable but generally shallow depths ranging from 1 foot to 23 feet.

30. Area C as shown on General Plan and Reservoir Map, Plate 2-1, is located in the reservoir area adjacent to Old Norfolk Road and the bridge over the Mad River on Highway Route 44. Five borings completed in the area showed that a limited quantity of pervious, stratified, gravelly sand and sandy gravel occurs in the low terrace adjacent to the highway. In the channel and the low valley bottom along the river, there are recent, thin, alluvial flood deposits, mostly gravel, cobbles and boulders. Both the pervious and alluvial deposits are underlain by random type, modified till consisting of silty, gravelly sand, and silty, sandy gravel. Bedrock outcrops in the river and along the bank near the highway bridge and was encountered in the explorations at depths ranging from 9 to 26 feet in the area.

31. Pervious and Gravel Bedding Materials.- In Area E located along the upper Mad River Valley at Grantville, approximately 4 miles west of the dam site, relatively pervious materials consisting mostly of gravelly sand and sandy gravel occur in relatively thin but extensive deposits along the south side of the valley. The materials are underlain

by the very irregular bedrock or till surface. East of the road which runs south from Grantville, the deposits have been worked for many years and bedrock is exposed on the floor of some of the old pits. West of the road the deposits have never been opened up and explorations consisting of borings and backhoe excavated trenches were completed to investigate the character and extent of materials which might be usable. Although the borings indicated a rather borderline material with fines ranging generally between 6 and 12 percent, inspection of the material recently exposed in test trenches shows large masses of silty material disseminated between the local pockets of more pervious material. Most of the area is at or close to river level so that dragline operations below water would be required but this method of excavation is not expected to significantly reduce the amount of fines.

32. At Riverton on the West Branch of the Farmington River, a haul distance of approximately 6 miles from the site, gravel occurs in very extensive deposits consisting of cobble and gravel bars and low terraces in and along the river between the Farmington River bridge at Riverton and the northern boundary of the American Legion and Peoples State Parks. Although exploration of the area has not been initiated, it is believed that these deposits may provide a source of gravel for bedding. The quantity of material available is far in excess of the requirements for the Mad River dam.

33. Downstream from the state parks on the West Branch of the Farmington River between Pleasant Valley and the breached dam at the north side of New Hartford, a haul distance from the site of

about 8 miles, there are also very large and extensive deposits of gravel and gravelly sand in and adjacent to the river. In this area, however, the deposits appear to be generally finer than at Riverton and more exploration would be required to select areas with a minimum silt or fine sand cover. In addition to these undeveloped sources along the river, there are also commercial pits and in some cases processing plants at several localities within 15 miles of the site.

34. Rock Fill.-- Rock from required excavations will be suitable for use in rock fills and slope protection. The quantity of rock presently estimated to be available from required excavations will not be adequate, however, for construction of rock fill sections and slope protection. Additional rock may be obtained from boulders in required stripping at the site and from quarries opened up in nearby areas where rock is outcropping or known to occur at shallow depths.

35. Concrete Aggregates.-- It is estimated that approximately 4900 cubic yards of concrete will be required for construction of the chute type spillway weir, walls, intake structure and conduit. Aggregate studies made in conjunction with other flood control projects in this area indicate that satisfactory materials are available from several commercial sources within 25 mile haul distance. Complete data on testing of concrete aggregates is contained in Design Memorandum No. 3, Concrete Materials.

I. RECOMMENDATIONS AND CONCLUSIONS

36. Geologic conditions are generally favorable and all geologic factors are being fully considered in the development of the designs

for proposed construction. The dam site is suitable for concrete construction, however, the rolled earth fill type of embankment has been determined more economical.

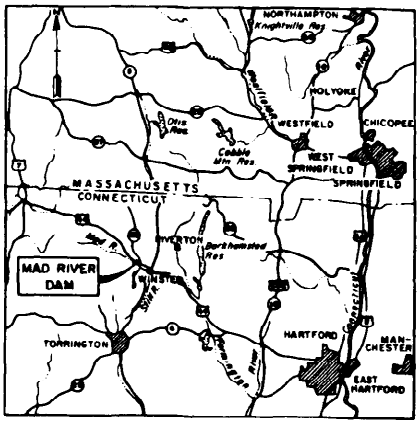
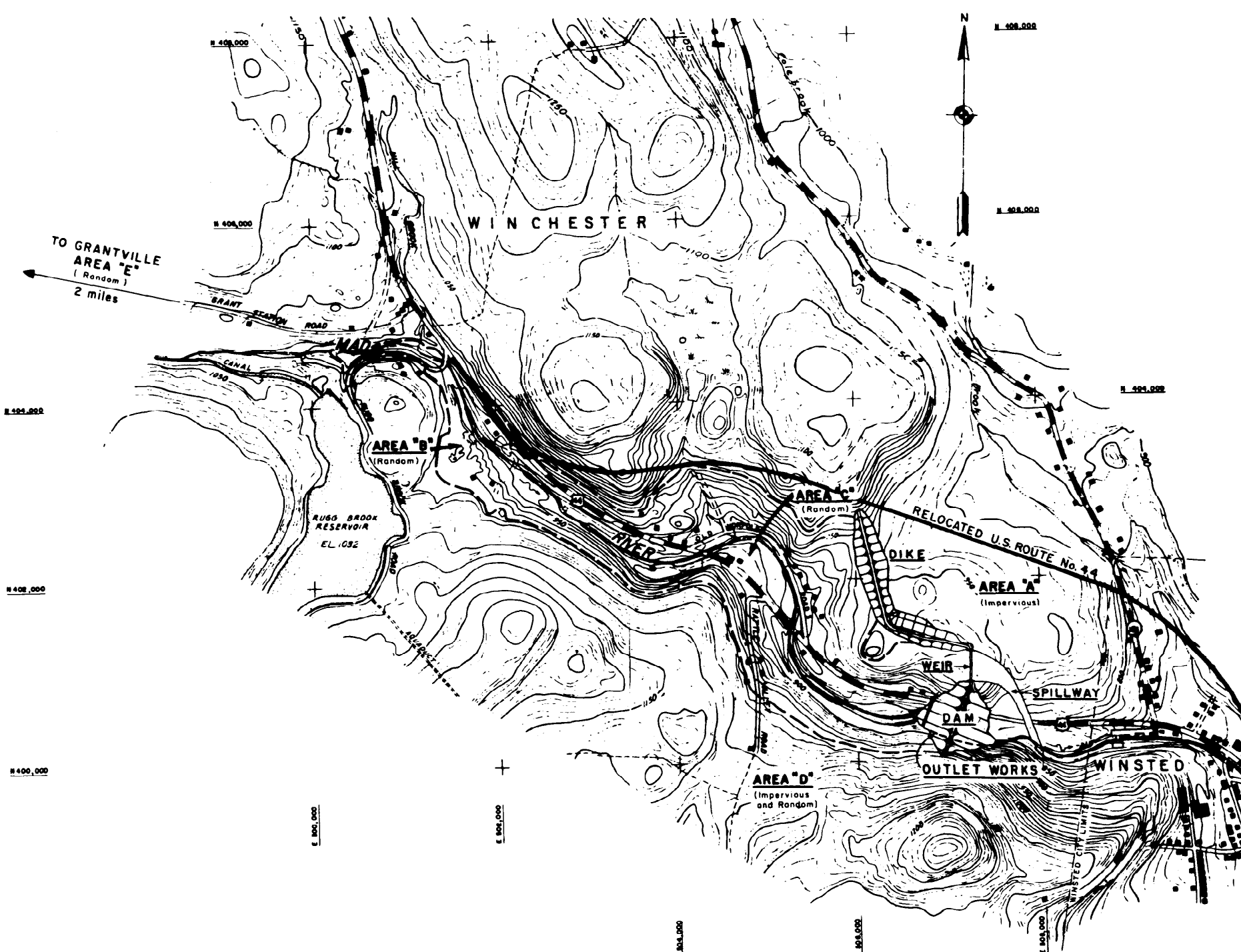
37. The bedrock is relatively strong and hard and reasonably durable. The bearing capacity of the bedrock is well in excess of any proposed structure loadings.

38. Weathering in the upper zones of the bedrock along open foliation planes and joints, together with the wide range of attitude of bedrock structure in relation to alignment of construction features, make control of seepage in and along the weathered zone of special importance at this site. Grout curtains will be required at all concrete structures including the spillway weir and walls and the outlet conduit. The necessity for grouting beneath the dam embankment has not been fully determined at this time because it will depend largely on the final design of the embankment and on conditions disclosed at the time of construction. The natural wide variation in the character of the till overburden filling the hollows and troughs in the very irregular, knobby, ridge and trough bedrock surface also presents a seepage problem but, if desired, impervious cutoff to bedrock is available at the dam site at generally shallow to moderate depths. The nested boulder or weathered bedrock condition indicated by explorations in the wide saddle and north abutment of the dike makes cutoff to bedrock appear impractical since it would be necessary to excavate the rock blocks or weathered rock below the water table in much of the area and to depths of as much as 18 feet.

39. Maximum depth of excavations in bedrock will not be over 40 feet and design slopes of 4 on 1 are recommended. Because of open, close jointing and foliation in the upper zones of the rock, however, natural breakage of the rock and safety considerations may result in flattening the upper slopes of the excavations. Natural joint and cleavage planes in the rock will be followed in excavations where such planes approximate design slopes. Local fallouts beyond excavation lines must be expected where variation in attitude of rock structure produces unsupported joint blocks. Provision will be made in specifications for rock bolts and steel mesh as may be necessary, and the overburden will be cleaned off to leave a 10 foot berm along the top of rock cuts. Line drilling and close drilling will be required for control of rock breakage at concrete structure locations and careful approach to final slopes and grades which will be in contact with concrete will also be required. In excavations for the spillway discharge channel, natural deep troughs in the irregular rock surface or overbreak on the side slopes caused by weathered rock or fallouts may result in loss of free-board so that low concrete or riprap walls may be required locally.

40. Rock from required excavations or from nearby quarrying will be suitable for rock fill and slope protection. Gradation and fragment shape of the excavated rock should be generally acceptable. Adequate sources of borrow materials for construction of the embankments have been or will be located before embankment designs are finalized. No.

special difficulties are expected in excavating the till in the impervious and random borrow areas, Area A and Area D. Because of a high level of subsurface water and the general low relief, however, water may be a problem in Area A.



VICINITY MAP
SCALE IN MILES

LEGEND

- Reservoir of spillway crest, El. 983
- Relocated highway
- State and Federal highways
- Existing gravel roads
- Surfaced Town roads
- Winsted Town Limit

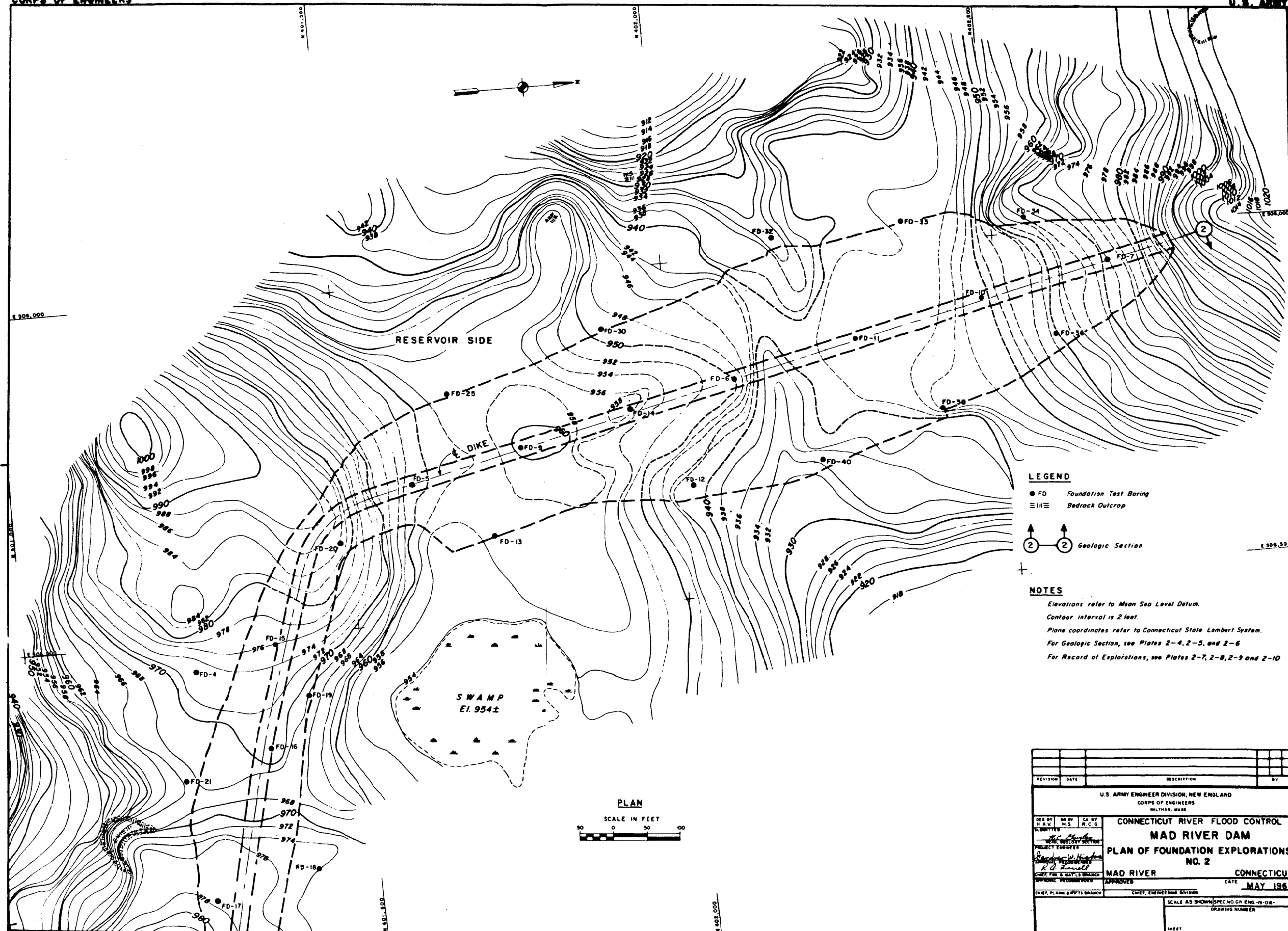
NOTES

Elevations refer to Mean Sea Level Datum.
Contour interval is 10 feet.
Plane coordinates refer to Connecticut State Lambert Grid System.
Topography is based on U.S.G.S. and Army Map Service Maps.

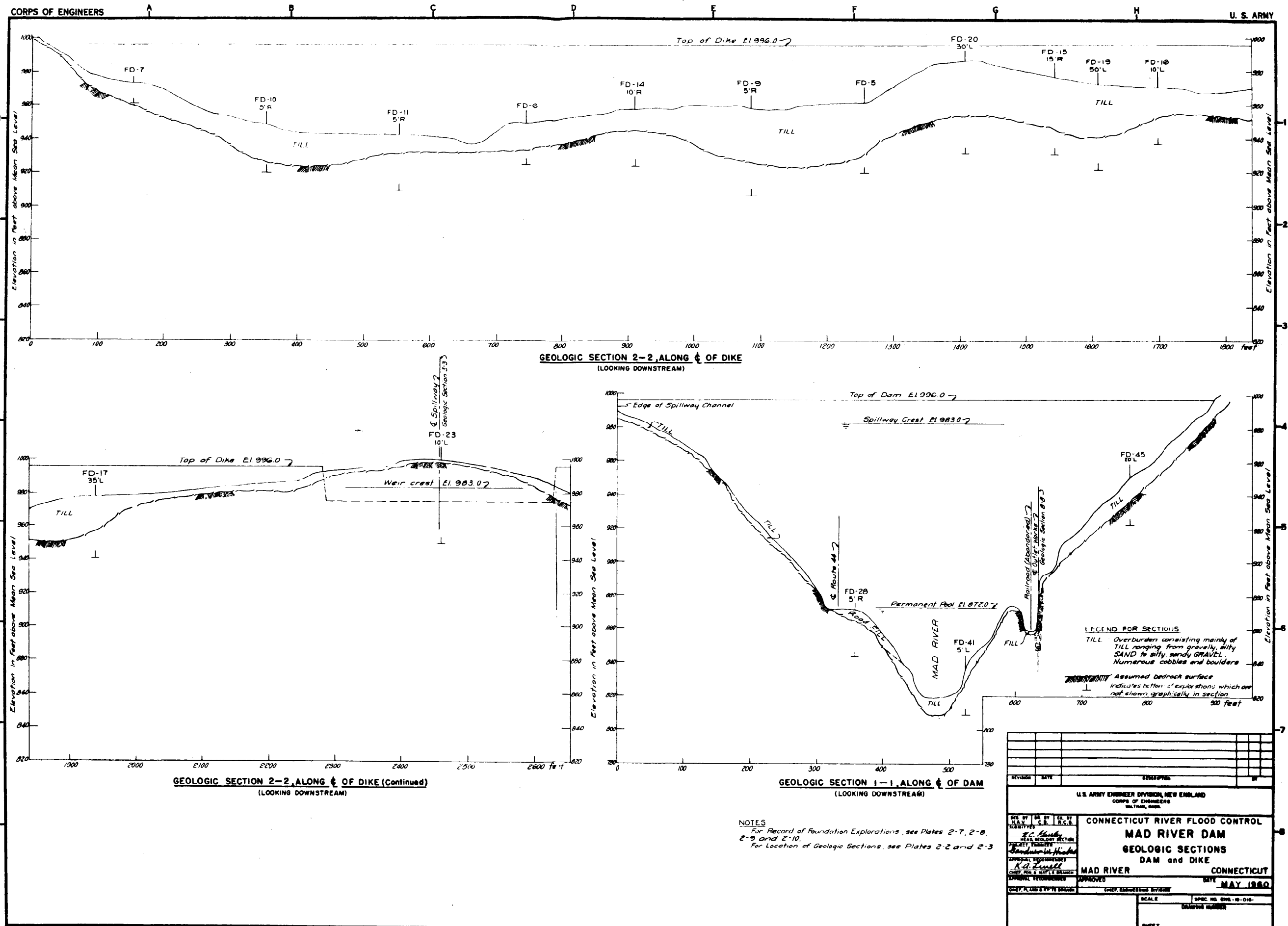
RESERVOIR PLAN
SCALE IN FEET

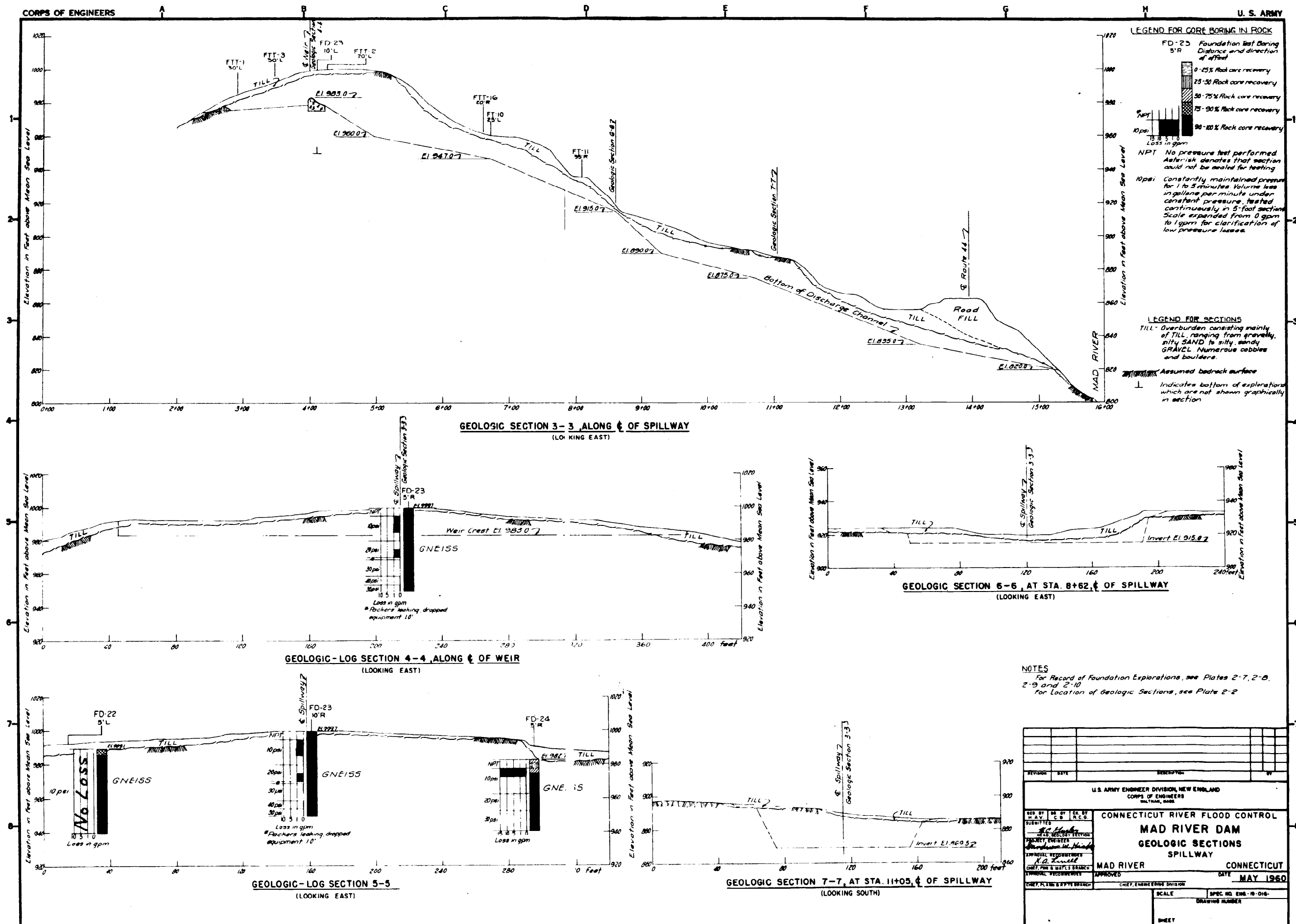


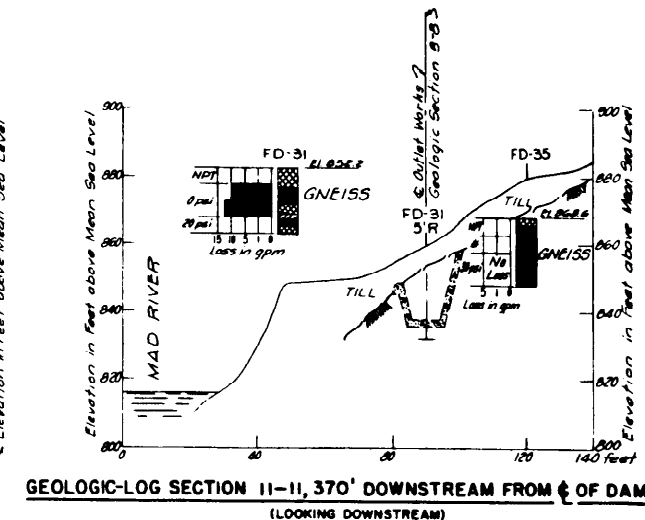
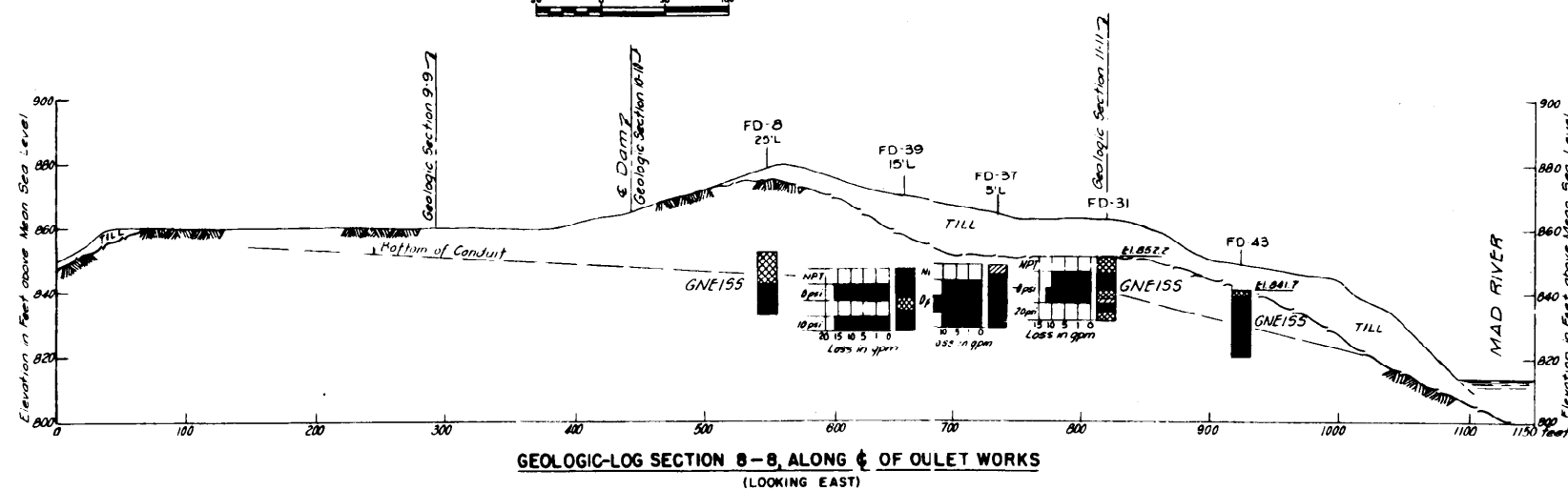
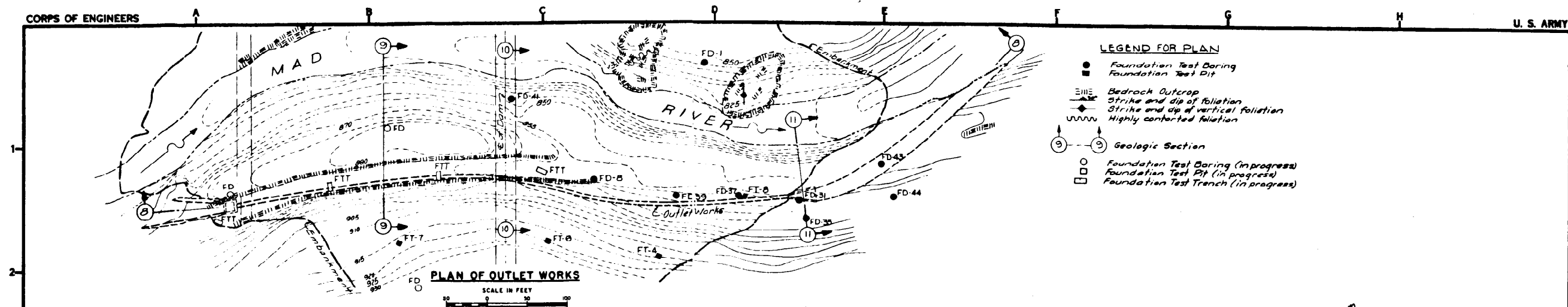
REVISION	DATE	DESCRIPTION	BY
U.S. ARMY ENGINEER DIVISION, NEW ENGLAND CORPS OF ENGINEERS WALTON, MASS.			
CONNECTICUT RIVER FLOOD CONTROL MAD RIVER DAM GENERAL PLAN AND RESERVOIR MAP MAD RIVER CONNECTICUT APPROVED MAY 1960			
DES BY HAY SUBMITTED PROJECT ENGINEER APPROVED CHIEF, PLANS BRANCH		CHIEF, ENGINEERING DIVISION	
SCALE AS SHOWN SPEC. NO. CIV. ENG. - 18-08- DRAWING NUMBER			
SHEET 3F			



REVISION	DATE	DESCRIPTION	BY
U.S. ARMY ENGINEER DIVISION, NEW ENGLAND CORPS OF ENGINEERS MILITARY, MASS.			
CONNECTICUT RIVER FLOOD CONTROL MAD RIVER DAM PLAN OF FOUNDATION EXPLORATIONS NO. 2			
DESIGNED BY H.A.V. H.S. R.C.G.		PROJECT ENGINEER R.D. LITTLE	
CHECKED BY R.D. LITTLE		APPROVED BY R.D. LITTLE	
CHIEF, PLANNING & SUPPLY BRANCH		CHIEF, ENGINEERING DIVISION	
DATE MAY 1960		SCALE AS SHOWN SPEC NO. GUY ENG-19-016 DRAWING NUMBER	
SHEET		SHEET	







LEGEND FOR SECTIONS

TILL - Overburden consisting mainly of TILL ranging from gravelly, silty SAND to silty, sandy GRAVEL

— Assumed bedrock surface

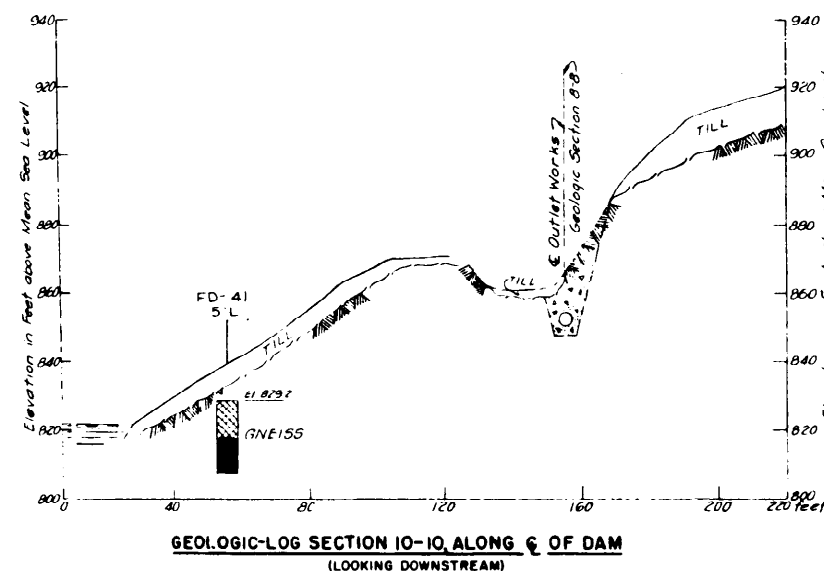
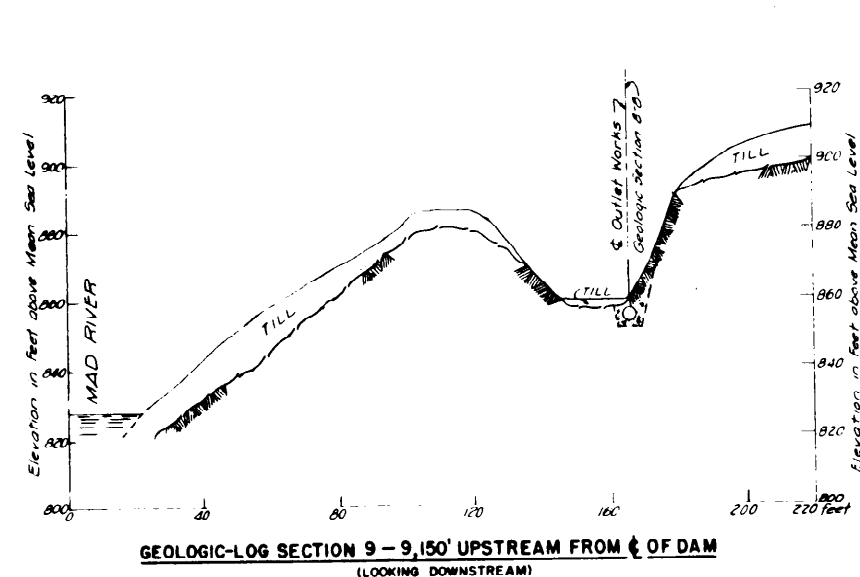
⊥ Indicates bottom of explorations which are not shown graphically in section

NOTES

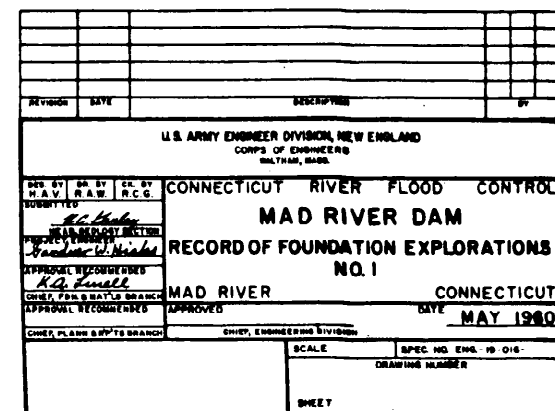
For Record of Foundation Explorations, see Plates 2-7, 2-8, 2-9 and 2-10.

For Location of Geologic Sections, see Plates 2-2 and 2-3.

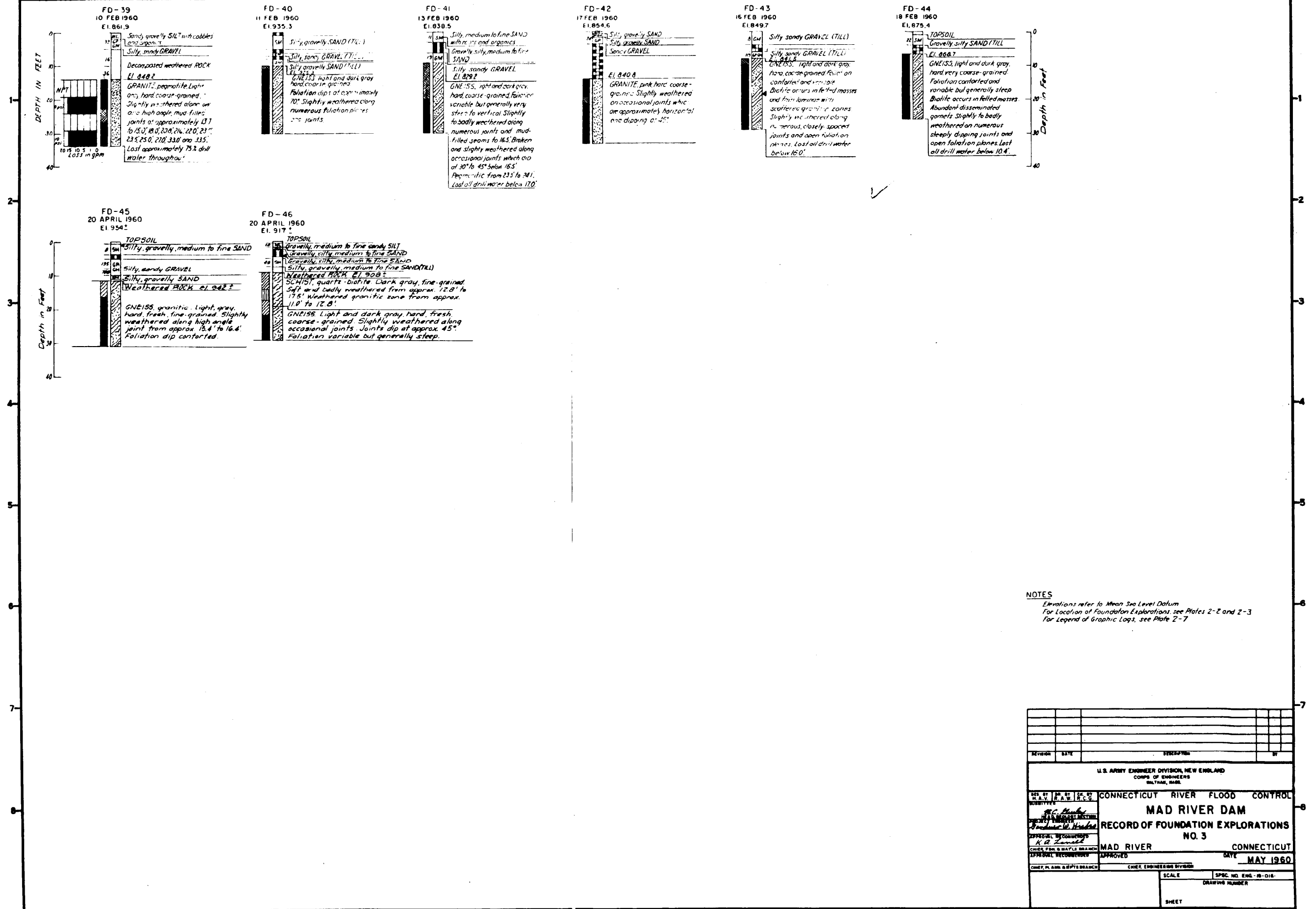
For Legend of Core Boring in Rock, see Plate 2-5.

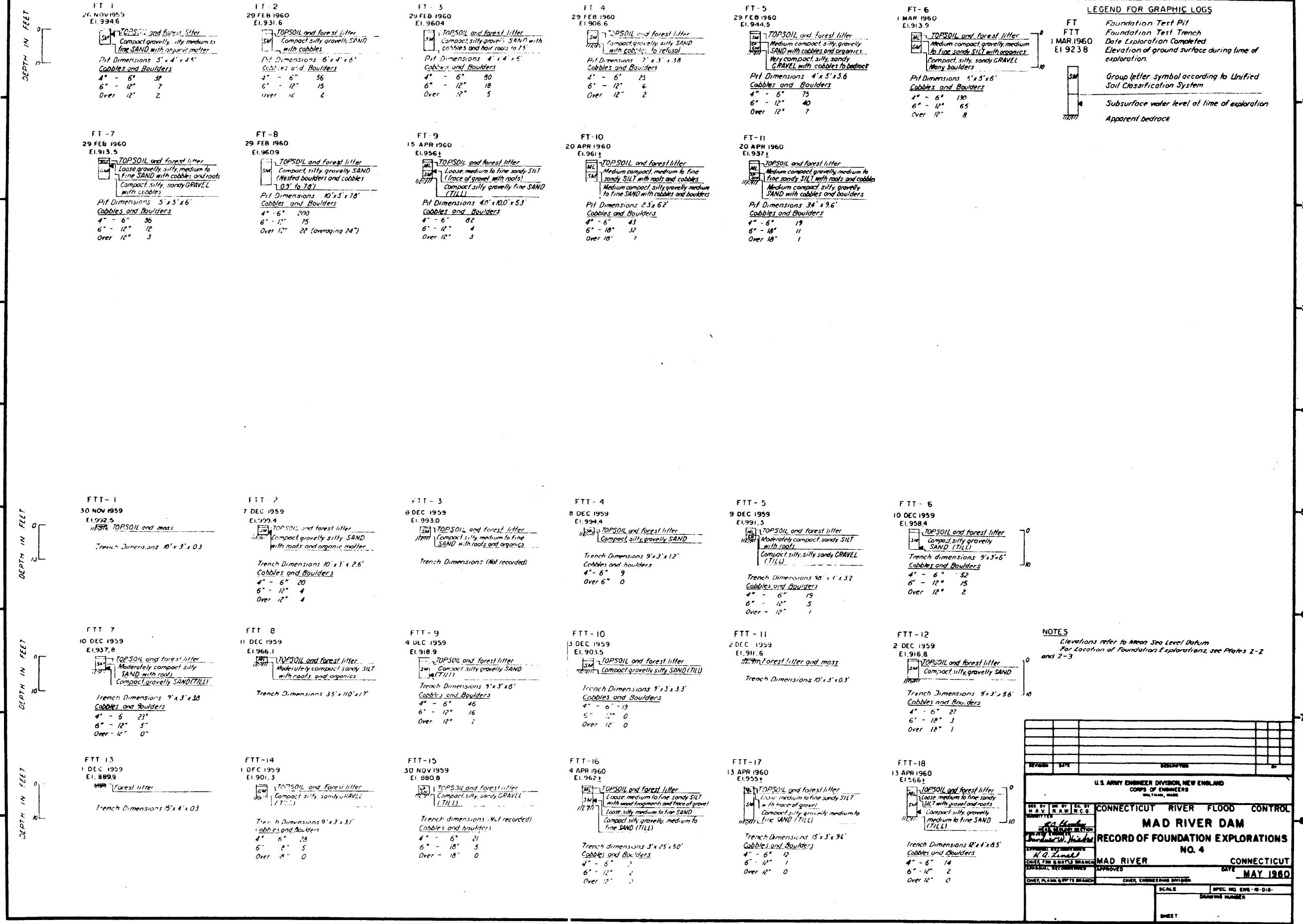


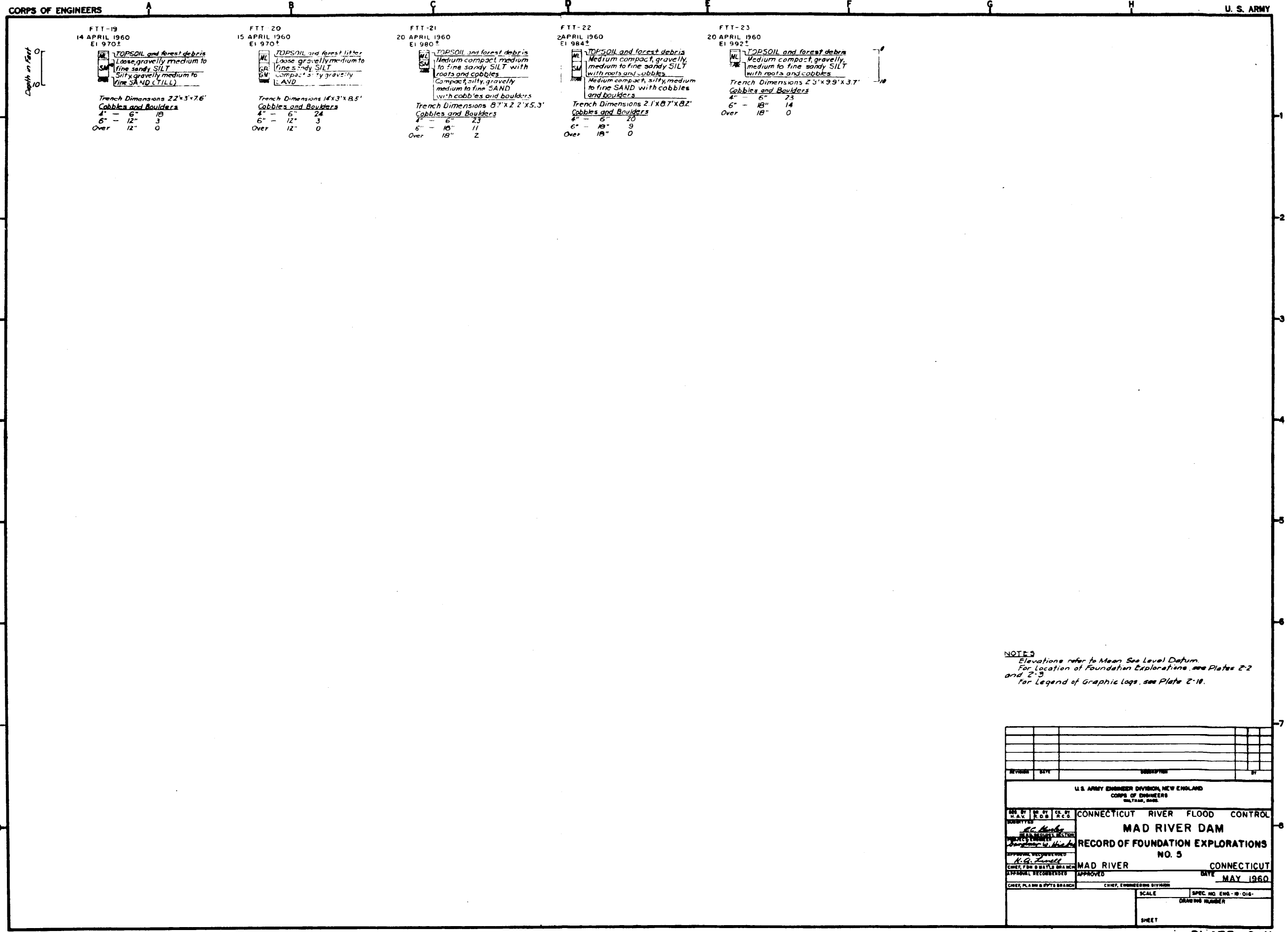
U.S. ARMY ENGINEER DIVISION, NEW ENGLAND CORPS OF ENGINEERS WATER, MASS.			
DESIGNED BY C.E. 100	CHECKED BY C.E. 100	DATE MAY 1960	
CONNECTICUT RIVER FLOOD CONTROL MAD RIVER DAM PLAN AND GEOLOGIC SECTIONS OUTLET WORKS			
APPROVED BY C.E. 100		DATE MAY 1960	
CHIEF, PLANS & DESIGNS BRANCH		CHIEF, ENGINEERING DIVISION	
SCALE		SPEC. NO. ENG-10-016	
DRAWING NUMBER		SHEET	



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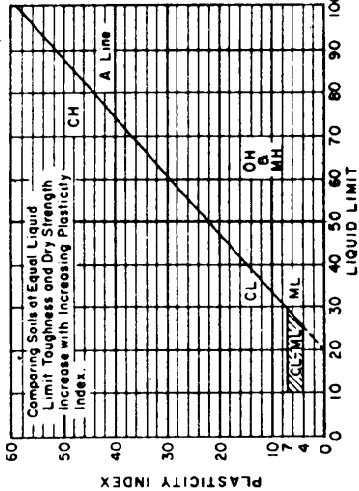




NOTES
Elevations refer to Mean Sea Level Datum.
For Location of Foundation Explorations, see Plates 2-2
and 2-3.
For Legend of Graphic Logs, see Plate 2-10.

REVISION	DATE	DESCRIPTION	BY
U.S. ARMY ENGINEER DIVISION, NEW ENGLAND CORPS OF ENGINEERS WALTON, MASS.			
DESIGNED BY CHECKED BY APPROVED BY CHIEF, PLANS & DESIGNS BRANCH		CONNECTICUT RIVER FLOOD CONTROL MAD RIVER DAM RECORD OF FOUNDATION EXPLORATIONS NO. 5 MAD RIVER CONNECTICUT APPROVED DATE MAY 1960 CHIEF, ENGINEERING DIVISION	
SCALE		SPEC. NO. EWL-10-016 DRAWING NUMBER	
SHEET			

UNIFIED SOIL CLASSIFICATION (Including Identification and Description)				
Major Divisions	Group Symbols	Typical Names	Field Identification Procedures (Excluding particles larger than 3 in. and basing fractions on estimated weight).	Laboratory Classification Criteria
Coarse-grained Soils More than half of material is larger than No. 200 sieve size	Gravels More than half of coarse fraction is larger than No. 4 sieve size. (For visual classification, the 1/4-in. size may be used as equivalent to the No. 4 sieve size.)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines.	$C_u = \frac{D_{60}}{D_{10}}$ Greater than 4 $C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}}$ Between 1 and 3 Not meeting all gradation requirements for GW
		GP	Poorly graded gravels, or gravel-sand mixtures, little or no fines.	Alterberg limits below "A" line with PI less than 4 Alterberg limits above "A" line with PI greater than 7
	Sands More than half of coarse fraction is smaller than No. 4 sieve size. (For visual classification, the 1/4-in. size may be used as equivalent to the No. 4 sieve size.)	GM	Silty gravels, gravel-sand-silt mixture.	Alterberg limits below "A" line with PI less than 4 Alterberg limits above "A" line with PI greater than 7
		GC	Clayey gravels, gravel-sand-clay mixture.	Alterberg limits below "A" line with PI less than 4 Alterberg limits above "A" line with PI greater than 7
Fine-grained Soils The No. 200 sieve size is smaller than No. 200 sieve size	Sands More than half of coarse fraction is smaller than No. 4 sieve size. (For visual classification, the 1/4-in. size may be used as equivalent to the No. 4 sieve size.)	SW	Well-graded sands, gravelly sands, little or no fines.	$C_u = \frac{D_{60}}{D_{10}}$ Greater than 6 $C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}}$ Between 1 and 3 Not meeting all gradation requirements for SW
		SP	Poorly graded sands or gravelly sands, little or no fines.	Alterberg limits above "A" line or PI less than 4 Alterberg limits above "A" line with PI greater than 7
	Sands with Fines (Appreciable amount of fines)	SM	Silty sands, sand-silt mixtures.	Alterberg limits above "A" line or PI less than 4 Alterberg limits above "A" line with PI greater than 7
		SC	Clayey sands, sand-clay mixtures.	Alterberg limits above "A" line or PI less than 4 Alterberg limits above "A" line with PI greater than 7
Highly Organic Soils	Silt and Clays Liquid limit is greater than 50	ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands, or clayey silts with slight plasticity.	None
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.	Medium
		OL	Organic silts and organic silty clays of low plasticity.	Slight
		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.	Slight to medium
Highly Organic Soils	Silt and Clays Liquid limit is greater than 50	CH	Inorganic clays of high plasticity, fat clays.	High
		OH	Organic clays of medium to high plasticity, organic silts.	Slight to medium
		PT	Peat and other highly organic soils.	Readily identified by color, odor, spongy feel and frequently by fibrous texture.



NOTE

For further information on Unified Soil Classification, refer to "The Unified Soil Classification System", Volumes 1 and 2, Technical Memorandum No. 3-357, published by U.S. Army Engineer Waterways Experiment Station, Vicksburg, Mississippi. File copies may be examined at Headquarters, U.S. Army Engineer Division, New England, 424 Tropical Road, Waltham, Massachusetts, Building 141, Foundation and Materials Branch.

Adopted by Corps of Engineers and Bureau of Reclamation, January 1952